tural promotion for building up forces of integration in the country.

(iii) A National Nutrition Policy, in its most comprehensive form, as different from a food policy should be evolved.

(iv) The National Youth Policy should be implemented.

(v) A single department to deal with the whole child, including the delinquent child, child labour, the handicapped child, in addition to the concerns dealt with by the Department of Women and Child Development, should be brought into existence.

(vi) Greater status for, and empowerment of woman through health, education and employment.

(vii) Greater thrust in culture, sports and games to upgrade people's conscicusness and interest.

(viii) Greater involvement of voluntary agencies, Panchayati Raj Institutions and other local bodies to ensure people's participation in all the programmes of the Ministry of Human Resource Development.

(ix) Enrichment and allocation of resources for all sectors of Human Resource Development particularly education, to fulfill the constitutional obligations of universalisation of elementary education and the targets set out in the National Policy on Education and the Programme of Action—1986.

(x) Special Programmes for scheduled castes, scheduled tribes, women, educationally backward minorities, weaker sections and the handicapped in all sectors of Human Resource Development *viz.*, Education, Culture, Arts, Youth, Sports and Women and Child Development.

The above recommendations will be kept in view at the time of formulation of Eighth Five Year Plan.

Construction of bridges in Andhra Pradesh

903. SHRI GOPALA RAO, RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that construction of a number of bridges were taken up in Andhra Pradesh during 1983 to June 30th, 1989;

(b) what is the present position of those bridges and the amount spent by Central Government and State Government;

(c) what is the number and details of the proposals received by the Ministry from the Government of Andhra Pradesh for the construction of bridges since 1983;

(d) what is the number of proposals sanctioned, rejected and pending; and

(e) what are the reasons for which the proposals have been rejected or are pending?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) 17 road overbridges were taken up. 8 were completed and work is in progress on 9 bridges. Information regarding the amount spent by the Railways and the State Government on these works is being collected and will be laid on the Table of the Sabha.

(c) Proposals for construction of 26 road over/underbridges were received by the Railways from the Government of Andhra Pradesh since 1983. The locations of these bridges are Bhimavaram, Vikarabad, Nidadavolu, Kavali, Nandyal, Jangaon, Ajitsinghnagar; Lalapet, Dabeerpura, Umdanagar, Thimmapur, Ghatkesar, Fateh Nagar; Adikment; Sitafalmandi, Mahaboobnagar, Ongole, Manchiryal; Palakol; Pendurthi; Vishapatnam (2 nos.), Kalingapatnam (2 nos.), Vijayanagaram and Rambhadrapuram.

(d) and (e) Out of the above 26 proposals, 16 were sanctioned. In respect of 9 proposals, plans, estimates and other preliminaries have not yet been finalised. Proposal for road overbridge at Ongole was rejected, as it did not fulfil the prescribed traffic density norms.

Survey conducted for operating new routes by Air India

904. SHRI PRABHAKAR RAO KALVALA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have conducted any survey of new routes to be operated by Air India during the remaining plan period and during the Eighth Plan period;

(b) if so, what are the details thereof;

(c) whether any State Governments have made requests in this regard, including Andhra Pradesh; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) and (b) Air India have not conducted any field survey in the recent past. However, from the long-term point of view, Air India is studying various aspects of operating to new destinations. Field surveys will be undertaken at an appropriate time.

(c) Yes, Sir.

(d) Government of India have received representations from State Governments, Members of Parliament, Associations and individuals demanding more international flights to airports such as Trivandrum, Hyderabad, Ahmedabad, Bhubaneshwar; Jaipur, Amritsar, Bangalore etc. Demand has also been made for upgrading of airports to international status.

Handling of British Airways Flights by Air India at Madras Airport

905. DR. YELAMANCHILI SIVAJI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Air India handles British Airways flights, Ramp, Traffic and Cargo etc. at Madras Airport; and

(b) if so, what are the terms of the contract and what financial gain accrues to Air India in this venture?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) and (b) Yes, Sir. With effect from 1st November, 1988, Air India provides package handling, ramp handling, cargo handling and cabin crew cleaning services to British Airways flights at Madras. With the existing frequencies of two flights per week, Air India expects to earn Rs. 40 lakhs per year by providing the above services.

Introduction of Vayudoot services in Southern Zone

906. SHRI B. SATYANARAYAN REDDY:
PROF. C. LAKSHMANNA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government of Andhra Pradesh has requested the Union Government to introduce Vayudoot services from Hyderabad to (i) Srirailam, (ii) Guntur (iii) Nagarjuna Sagar, (iv) Bhadrachalam, (v) Ramagundam, (vi) Kurnool in view of the growing demand for air travel and whether these proposals are still pending with the Union Government; and

(b) if so, the action taken by Union Government so far in the matter?